



Davis ↔ West Sacramento ↔ Sacramento

2001 Bike To Work Day Survey

Findings Report



October 2001
Caltrans District 3
Office of Regional Planning
Office of System Planning

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Executive Summary

Caltrans District 3 Planning Division conducted a survey of bicycle commuters on Bike to Work Day (May 17, 2001) at the Yolo Causeway and the Tower Bridge in Yolo County. The survey sought to gather data from bicycle commuters travelling between the cities of Sacramento, West Sacramento and Davis during the morning commute.

Response to the survey was excellent, with 113 surveys being distributed and 77 returned for a 68% response rate. An estimated 15 bicyclists did not stop to take a survey form during the 2-hour survey period.

More than half of the respondents originated their commute trip in Davis, with Sacramento having 75% of all trip destinations. West Sacramento was closest to balancing origins (22%) and destinations (18%). Only 5% of trips had Davis as a destination.

A few key facilities were consistently traveled on by the bicyclists during their commute as detailed in the table below.

Use of key facilities	# of bicyclists	% of bicyclists
Crossed Tower Bridge	69	90%
Crossed Yolo Causeway	48	62%
Crossed both Tower Bridge and Yolo Causeway	44	57%
Used Yolo County 32A	39	51%
Used West Capitol Avenue	65	84%
Used Capitol Mall	36	47%

Respondents tended to be regular bicycle commuters, with 71% reporting that they commute by bicycle on a weekly basis, and 25% of respondents bicycling to work on a daily basis. First time bicycle commuters represented 8% of the respondents.

Written comments were provided by 74% of respondents. Comment lengths ranged from a few words to full, typed pages. There were important recurring themes from the comments as detailed below.

- The most frequently mentioned issue related to Yolo County Road 32A: its lack of shoulders between Mace Boulevard and the railroad tracks, and its poor pavement condition. Of the riders who reported using County Road 32A, 46% submitted written comments regarding the facility.
- Similarly, the Tower Bridge received frequent criticism regarding the condition of its pavement, speed of traffic, design or other features.
- Several respondents provided positive feedback regarding the recently completed connector pathway between the Yolo Causeway and West Capitol Avenue in West Sacramento.
- The Yolo Causeway received almost a dozen calls for more frequent sweeping and debris removal.
- Many respondents made general requests for more bicycle facilities, particularly lanes and pathways, and more frequent maintenance of road shoulders (sweeping/pavement repair/etc.).

It is recommended that the several jurisdictions responsible for owning and operating the various segments of this intercity bicycle route work cooperatively to identify and prioritize needed improvements and to secure funds to address those needs. A survey similar to this one should be conducted on an annual basis to track how well bicyclists' facility needs are being met.

Need

The cities of Sacramento, West Sacramento and Davis, Yolo County, Caltrans and other jurisdictions provide a variety of linked bicycle facilities that are used by commuters and recreationalists to travel between the cities. Facility types include bike paths, bike lanes, bike routes, shared ped/bike pathways, roads with shoulders, and roads without shoulders. The facilities vary in their degree of maintenance, quality and bicycle “friendliness.” Data has not been collected on a multi-jurisdictional basis that examines commuter bicycling patterns and needs. The jurisdictions that provide the bicycle facilities do not have data to assess how well the facilities are serving bicyclists. Nor is there a coordinated, multi-jurisdictional plan for improving the facilities. There is a need to gather basic data regarding bicycle trips between the cities of Sacramento, West Sacramento and Davis.

Purpose

It was the purpose of this survey to gather, tabulate, and distribute basic data regarding bicycle commuting between the cities of Sacramento, West Sacramento and Davis. The survey is not intended to gather data regarding recreational bicycle trips.

Process

Caltrans is the owner and operator of both the Tower Bridge and the Yolo Causeway. Every bicyclist who commutes between Davis and either of the other two cities must use the Yolo Causeway. Bicyclists travelling between Sacramento and West Sacramento use the Tower Bridge. While it is possible to use the I Street Bridge instead of the Tower Bridge, use of this alternative is not viewed as significant due to the location and characteristics of the I Street Bridge. Because of the focused travel on the Yolo Causeway and the Tower Bridge, the approaches to the facilities were selected as survey distribution points. (See map on Page 5.)

Bike to Work Day is an annual event that is promoted by many employers, public agencies and advocacy groups. The general objective is to encourage people to try commuting by bicycle in order to experience a variety of benefits. Caltrans selected Bike to Work Day (May 17th, 2001) for survey distribution so that it would be more likely that occasional or first-time bicycle commuters could be surveyed as well as bicycle commuters who use the mode on a regular basis. Gathering data from occasional and first-time bicycle commuters is important because such individuals may be inclined to bicycle more regularly but don’t do so because of some impediment or concern. If such barriers can be identified and addressed, perhaps the number of regular bicycle commuters can be increased. Making the improvements would also likely benefit those who are already regular bicycle commuters.

Caltrans recognized the need for a survey and the opportunity of using Bike to Work Day only a few weeks before the event, and so independently developed and implemented the survey within a short time frame. It would have been optimal to coordinate survey development among all interested jurisdictions and advocacy groups, but time between concept identification and the need for implementation did not permit this.

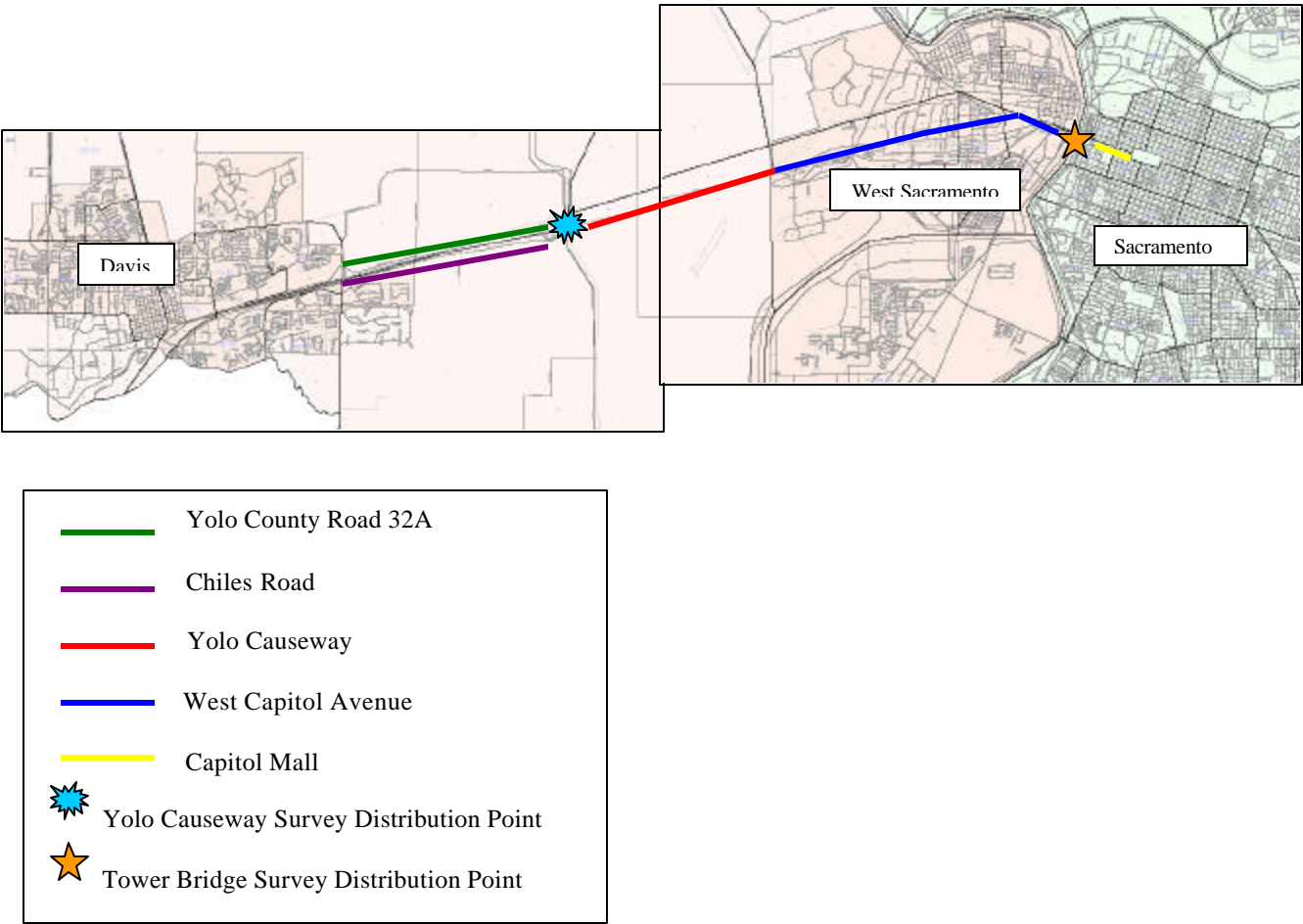
The Caltrans District 3 Offices of Regional Planning and System Planning coordinated the development and implementation of the survey. Four Caltrans staff distributed surveys between 6:00 a.m. and 8:00 a.m. on May 17, 2001. A total of 113 surveys were distributed at the west end of the

Yolo Causeway and the two west-end approaches to the Tower Bridge. Addressed and stamped return envelopes were provided for 100 of the surveys, all of which were distributed.

Survey distribution was problematic in that Caltrans staff had to stop bicyclists or in many cases run along side bicyclists in order to hand-out the survey forms. At the west end of the Yolo Causeway this process was eased as staff positioned themselves at the top of a short incline on the bike path that included a 90 degree turn at the distribution point. Only 3 people refused to take a survey. At the Tower Bridge, survey distribution was more difficult in that the bridge is a divided road with some bicyclists using the road and others using sidewalks that are fenced off from the road. Approximately a dozen riders at the Bridge were missed because of this or their refusal to stop.

Vicinity & and Key Facilities Map

Facility locations and map scale are approximate.



Results Summary

Surveys requested that bicyclists provide basic information regarding their bicycle trip on the morning of Bike to Work Day, May 17, 2001. Respondents were provided space on the survey form for comments and were offered the opportunity to receive a copy of the survey results if respondents provided a mailing address or an email address. In order to maintain confidentiality, respondent mailing addresses and email addresses are not included in this report. Surveys were distributed on Bike to Work Day at key locations at the west ends of the Yolo Causeway and the Tower Bridge between the hours of 6:00 a.m. and 8:00 a.m.

Response Rates

Of the 113 surveys that were distributed, 77 were completed and returned, a 68% response rate. Further, 78% of respondents provided written comments, some to the extent of including full-page typed letters. And 68% of respondents requested that they be provided with survey results. The high response rate demonstrates the strong interest in the status of bicycle facilities in this corridor.

Origin and Destination Cities

Davis had 57% of the trip origins but only a handful of trip destinations. Sacramento had 75% of the trip destinations. Not surprisingly, the Davis/Sacramento origin/destination pairing was the largest at more than 50%. West Sacramento had 22% of trip origins and 18% of trip destinations, with almost all trips being linked to Sacramento rather than Davis.

Facility Use

Use of the Yolo Causeway and Tower Bridge was extrapolated based on trip origin and destination information. Sixty-two percent of riders used the Yolo Causeway and 90% used the Tower Bridge. Fifty-seven percent of riders used both facilities.

West Capitol Avenue in West Sacramento was the most frequently used local facility, with 82% of respondents riding on some portion of the road. Yolo County Road 32A in unincorporated Yolo County was the second most frequently used facility, with approximately half of survey respondents riding the route. In downtown Sacramento, trip routes were rather dispersed among the many grid-patterned streets, but Capitol Mall had the most trips with almost half of survey respondents reporting that they used the road. Many Sacramento riders reported using multiple streets in downtown, so while Capitol Mall had the most frequent usage, Capitol Mall riders may have also reported using a variety of other Sacramento roads as well.

Frequency of Bicycle Commute

A substantial 72% of respondents reported that they commuted by bicycle on a weekly basis (at least one day per week), sometimes daily, regardless of weather and number of daylight hours. Eighteen percent reported that this was the first time they commuted by bicycle or only rarely did so. Because this was the first time the survey was conducted and it was conducted on a day where bicycle commuting was promoted, it is not possible to extrapolate normal bicycle commuting levels.

Comments

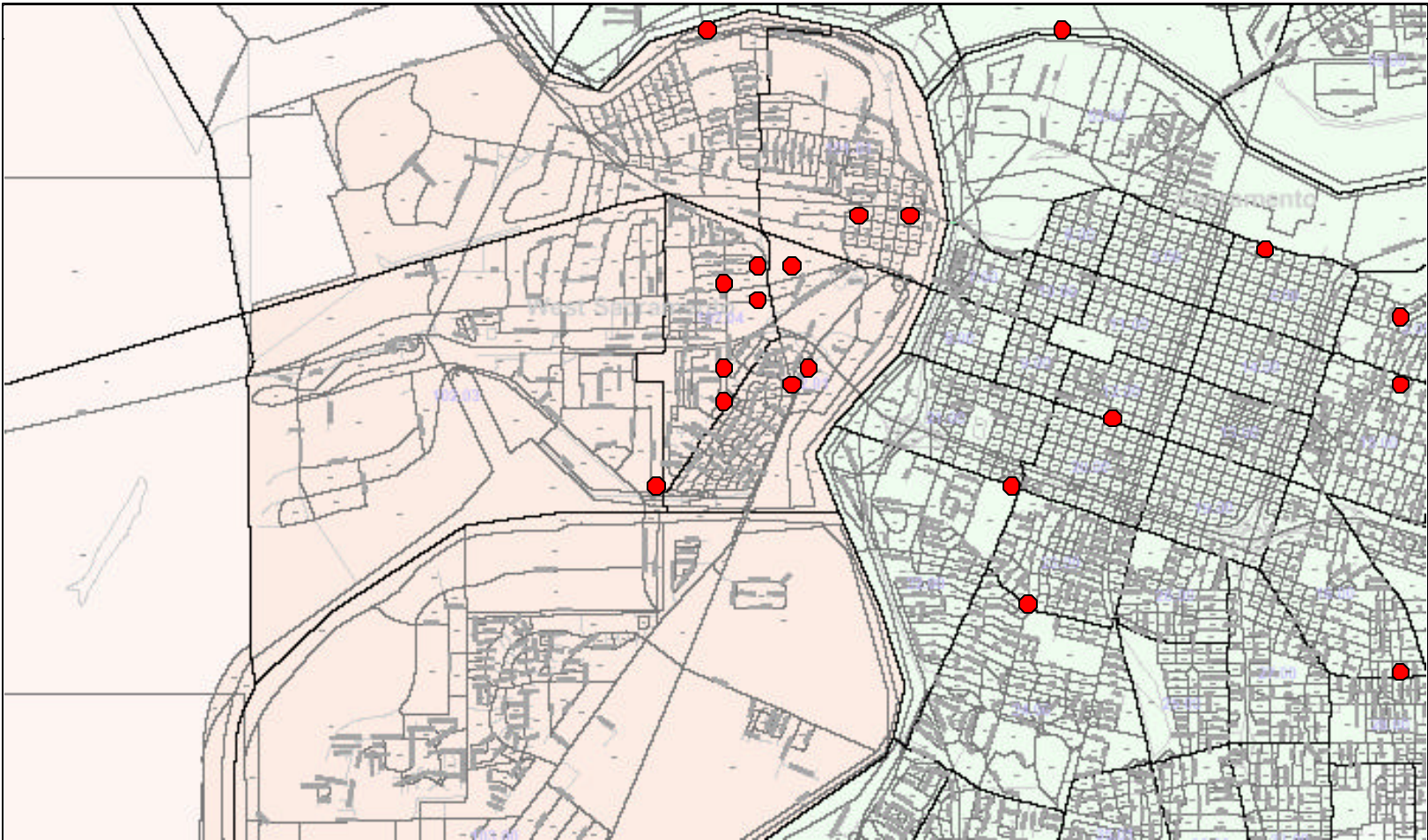
Bicyclists experience road and pathway facilities in a unique manner. Small amounts of debris, pavement cracks and other features that are invisible to motorists and easily avoided by pedestrians are hazards to bicyclists. It is thus not surprising that 78% of respondents provided comments, and that the vast majority of those comments focused on facility design and maintenance, and traffic hazards.

Yolo County Road 32A was the subject of more comments than any other topic – 18. Comments focused on the poor condition of the road between Mace Boulevard and the railroad tracks, particularly the lack of shoulders. Several people requested that the Yolo Causeway bike path be swept more frequently. The new bike path in West Sacramento that connects the Yolo Causeway to West Capitol Avenue received several comments of praise. Concerns were expressed regarding road debris and signal activation on West Capitol Avenue. Many comments were received regarding the perils and poor pavement condition of the Tower Bridge. Some riders were particularly concerned with the speed of cars approaching from the west where the road transitions from a posted 65 mph freeway to a posted 35 mph on the Bridge. Similarly, bicyclists frequently expressed generalized concerns about the speed of traffic and the need for better bicycling facilities that separate bicycle and vehicular traffic.

West Sacramento and Sacramento Trip Origins

Each ● represents one trip origin. Location points are approximate.

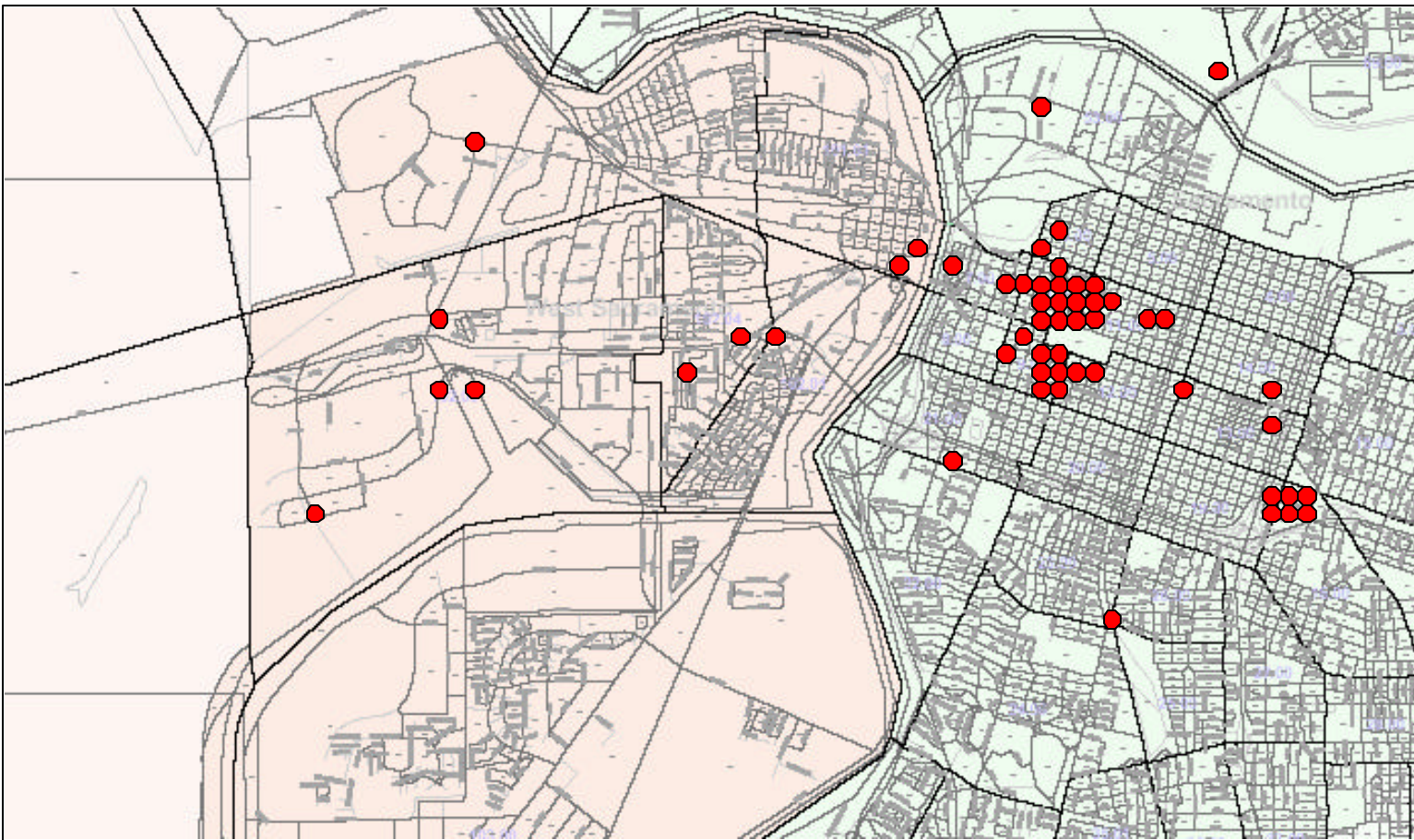
Five trip origins in West Sacramento and 6 trip origins in Sacramento are not mapped because respondents did not provide sufficient cross-street information or the origin points were located beyond the bounds of this map.



West Sacramento and Sacramento Trip Destinations

Each ● represents one trip destination. Location points are approximate, particularly where the symbols are immediately adjacent to one another. Two destination locations had particularly high numbers of trips: 10th and I Streets (10 trips) in Sacramento and 30th & S Streets (4 trips) in Sacramento. Trip symbols are grouped around these locations.

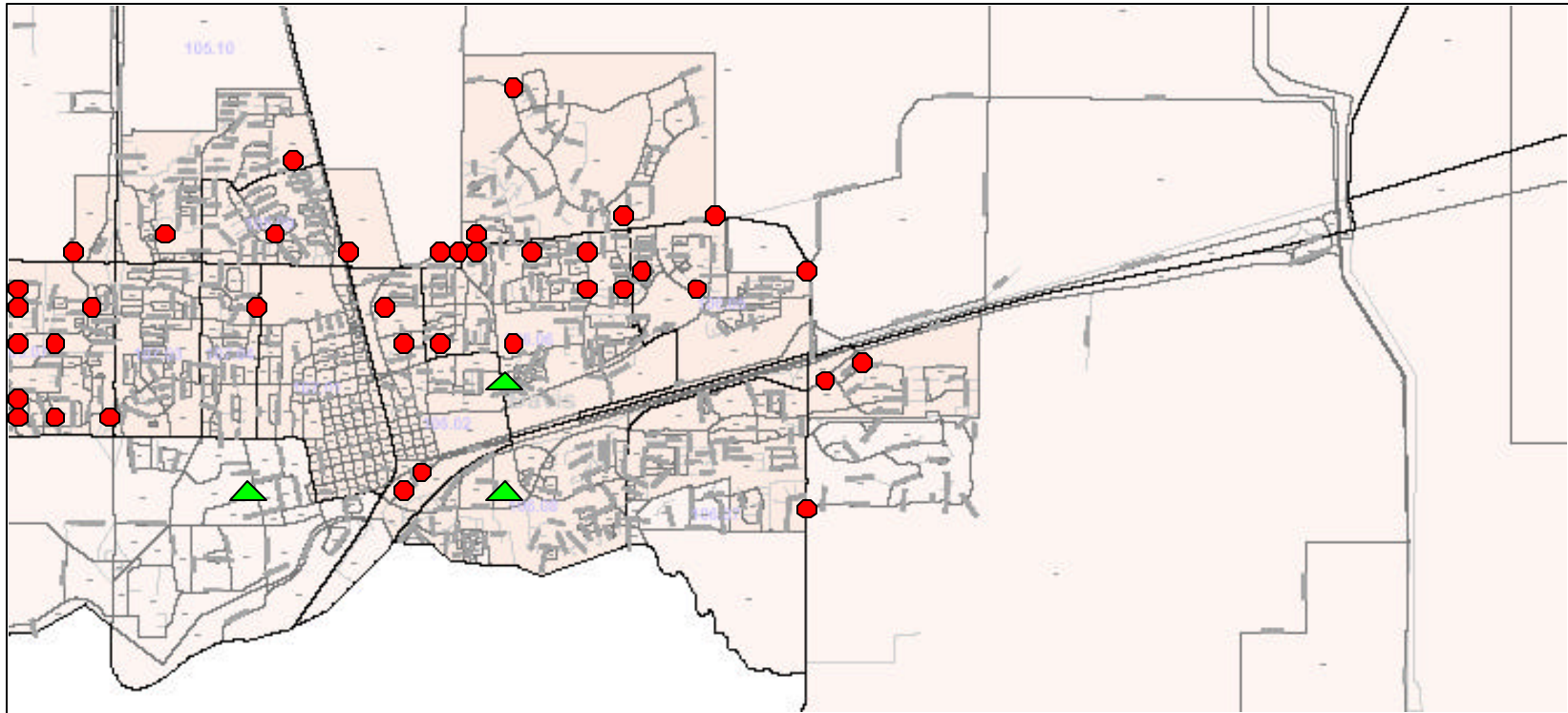
Four trip destinations in West Sacramento and 13 trip destinations in Sacramento are not mapped because respondents did not provide sufficient cross-street information, with two of the Sacramento locations being beyond the bounds of this map.



City of Davis Trip Origins and Destinations

Each ● represents one trip origin. Each ▲ represents one trip destination. Location points are approximate.

Six trip origins and one trip destination are not mapped because respondents did not provide sufficient cross-street information.



Facility Photographs



Tower Bridge roadbed. View looking west toward West Sacramento.



Tower Bridge sidewalk. View looking east toward Sacramento. Sidewalks are on both sides of the bridge.



West Capital Boulevard in the vicinity of Harbor Boulevard in West Sacramento. View looking east.



Newly constructed West Sacramento bike path at the east-end of the Yolo Causeway bike path.



Yolo Causeway bike path looking west from West Sacramento toward Davis.



County Road 32A, located immediately to the east of Davis. View looking west.

Conclusion & Recommendations

The strong response rate and extensive written comments show that bicycle commuters who travel in this corridor are very interested in providing public agencies with information regarding their commute and the condition of the facilities. Bicyclists consistently note that poor pavement condition and the dangers from motor vehicles need to be addressed.

The public agencies that are responsible for operating and maintaining the various segments of the bicycle route between the cities should work together and with interested advocacy groups to resolve needs identified by the survey and to identify and resolve additional needs.

A similar survey should be conducted on an annual basis in order to develop a longitudinal data set and to gather regular input regarding the needs of bicyclists traveling between the cities, particularly commuters. Survey data could also be used as a performance measurement tool to determine how well the jurisdictions are collectively responding to the user-identified needs.

Periodic bicycle counts, comparable to vehicle traffic counts, should be conducted at key locations such as the Yolo Causeway and Tower Bridge.

Because so many bicyclists provided contact information, it is possible to open and maintain a dialog with the commuter bicycling community that travels between the cities. Such a dialog could be initiated by a multi-jurisdictional agency such as the Sacramento Area Council of Governments (SACOG) or a local bicycle advocacy organization.



Bike To Work Day Survey Form

5/17/01



The California Department of Transportation (Caltrans) is conducting this survey to gather information about bicycle commute patterns between Sacramento, West Sacramento and Davis. Survey results will be used for transportation planning purposes. Please mail completed surveys in the envelope provided by **May 25, 2001**.

1. What is the purpose of your bicycle trip this morning?

☐ commute to work ☐ commute to school ☐ recreation ☐ other _____

2. In what city did you start your ride this morning (origin)?

☐ Sacramento ☐ West Sacramento ☐ Davis ☐ other _____

Nearest major cross streets? _____

3. In what city will you end your ride this morning (destination)?

☐ Sacramento ☐ West Sacramento ☐ Davis ☐ other _____

Nearest major cross streets? _____

4. On what major streets did you bicycle? Check all that apply.

- between Davis and the Causeway? ☐ Chiles Road ☐ County Road 32A
- in West Sacramento? ☐ West Capitol ☐ other _____
- in Sacramento? ☐ Capitol Mall ☐ other _____

5. How frequently do you commute by bicycle?

☐ weekly ® **How many days per week?** _____

☐ couple of days per month

☐ only rarely

☐ today is the first time

6. Suggestions or comments _____

If you need additional room, please write on the back of the survey.

7. Optional – If you would like a summary of survey results, please provide your name and mailing address or email address. A tally of survey results is expected to be completed in early June.

Name _____ Email _____

Mailing Address _____ City _____ Zip _____

Survey coordinated by Bruce de Terra, 916-327-2135, Office of Regional Planning, Caltrans District 3, P.O. Box 942874, Sacramento, CA 94274

Detailed Results

- 113 surveys were distributed. 77 surveys were returned, giving a 68% response rate.

1.

Trip Purpose	# of responses	% of respondents
Commute to work	74	96%
Commute to school	2	3%
Recreation	1	1%
other	0	-

2.

Origin	# of responses	% of respondents
Sacramento	15	19%
West Sacramento	17	22%
Davis	44	57%
other	1	1%

3.

Destination	# of responses	% of respondents
Sacramento	58	75%
West Sacramento	14	18%
Davis	4	5%
Other	0	-
No response	1	1%

4.

Major Streets Used	Road Name	# of responses	% of respondents
• Between Davis and the Causeway			
	Chiles Road	12	16%
	County Road 32A	39	51%
• In West Sacramento			
	West Capitol	65	84%
	South River Road	7	9%
	Industrial	2	3%
	Jefferson	3	4%
	15 th , Reed, Sacramento Ave., and I Street Bridge	1 each	1% each
• In Sacramento			
	Capitol Mall	36	47%
	N Street	9	12%
	J Street	6	8%
	T Street	5	6%
	Old Sacramento, and 10 th	4 each	5% each
	H, 9 th and Riverside	3 each	4% each
	I, S, 3 rd , Discovery Park, P, Sac River Bike Path, and P	2 each	3% each
	O, 5 th , Broadway, Fruitridge, Freeport, Meadowview, Pocket, E, Jiboom, Richards, Arden Way, Q, and 6 th	1 each	1% each

5.

Frequency of Bicycle Commute	# of responses	% of respondents
Weekly*	55	71%
Couple of days per month	6	8%
Only rarely	9	12%
Today is the first time	6	8%
No response	1	1%

***Weekly Response Detail**

Number of days per week	1	2	3	4	5	6	7	10*
Number of responses	4	13	7	8	19	1	1	2
Percent of all responses	5%	17%	9%	10%	25%	1%	1%	3%

* The reported 10 days per week could be interpreted as being 10 trips per week, thus equaling 5 days per week.

6.

Written Comment Provided	# of responses	% of respondents
Yes	60	78%
No	17	22%

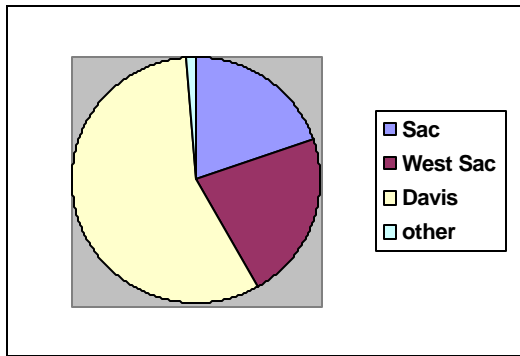
7.

Requested copy of survey results	# of responses	% of respondents
Yes	52	68%
No	25	32%

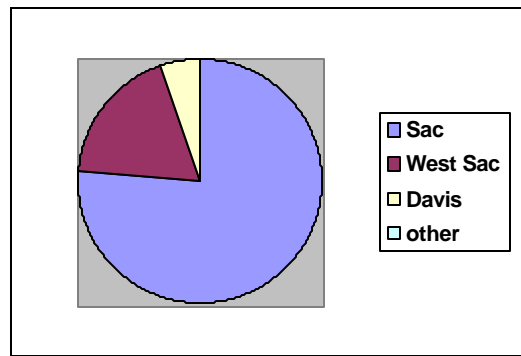
- Extrapolated from origin and destination responses.

Use of the Yolo Causeway and Tower Bridge	# of bicyclists	% of bicyclists
Crossed Tower Bridge	69	90%
Crossed Yolo Causeway	48	62%
Crossed both Tower Bridge and Yolo Causeway	44	57%

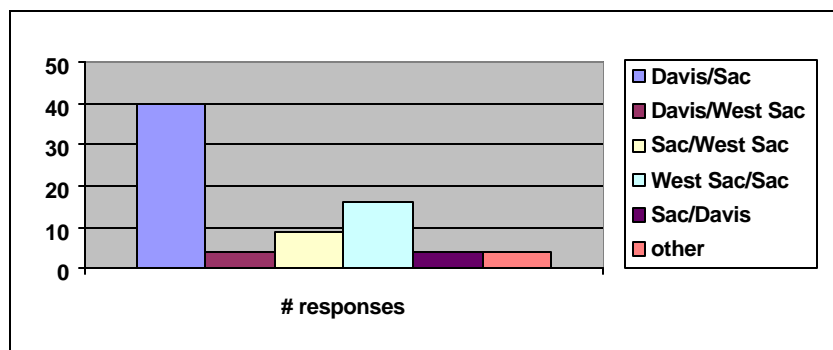
Origin



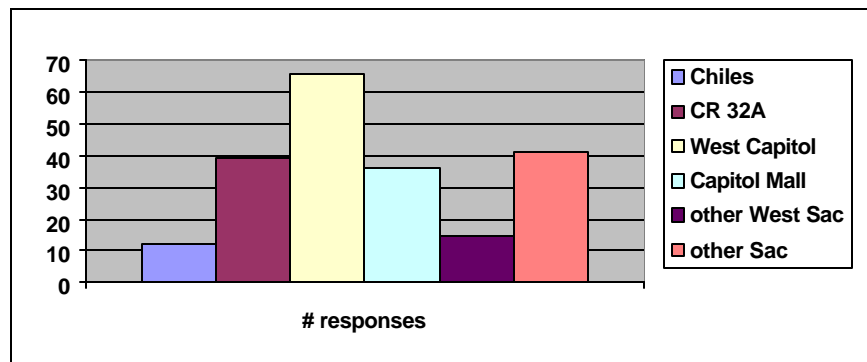
Destination



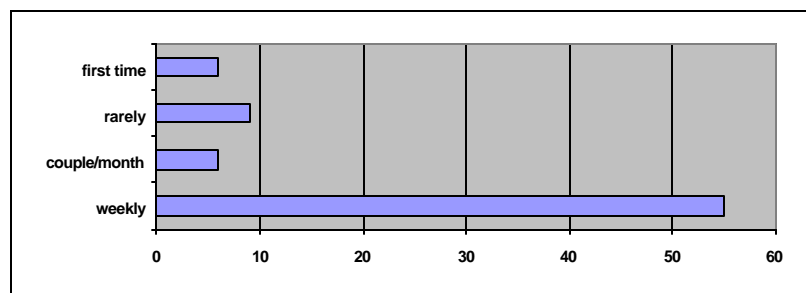
Origin/Destination Pairs



Major Streets Used



Frequency of Bike Commute



Response Tally

Survey #	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7
1	A	C	A	B, C, F	C	YES	NO
2	A	C	A	B, C, E	D	YES	YES
3	A	C	A	B, C, E	D	NO	YES
4	A	B	A	C, E	A – 10	YES	YES
5	A	C	A	B, C, F	A – 1/2	YES	YES
6	A	B	A	D, E, F	A – 5	YES	YES
7	A	A	B	C, D, E	A – 4	YES	NO
8	A	C	B	A, C	A – 2	YES	YES
9	A	B	A	C, D, E, F	A – 5	YES	YES
10	A	C	B	A, C	B	YES	YES
11	A	C	A	A, C, F	C	NO	YES
12	A	C	A	B, C, E	A – 2	YES	YES
13	A	B	A	C, E	A – 5	YES	NO
14	B	A	-	C	-	NO	YES
15	A	B	A	C, F	A – 7	YES	NO
16	A	A	C	B, C, F	A – 1	YES	NO
17	A	C	A	A, B, C, F	A – 2	NO	YES
18	A	C	A	B, C, F	A – 2/3	NO	YES
19	A	C	A	B, C, F	A – 2	YES	YES
20	A	A	B	C, F	A – 5	NO	NO
21	A	C	A	A, C, E	A – 2	YES	NO
22	A	B	A	C, D, E	A – 10	YES	YES
23	A	A	B	C, F	C	YES	NO
24	A	C	A	B, C, F	A – 5	YES	NO
25	A	A	B	D, F	A – 3/5	NO	YES
26	A	D	A		A – 5	NO	YES
27	A	C	A	B, C, F	C	NO	NO
28	A	C	A	B, C, F	A – 4/5	YES	YES
29	A	C	A	B, C, F	A – 2/3	YES	YES
30	A	A	C	B, C, F	A – 2/3	YES	YES
31	A	B	A	C	A – 6	YES	YES
32	A	C	A	B, C, E	C	NO	NO
33	A	C	A	A, C, F	A – 1	YES	NO
34	A	B	A	D, F	A – 4	YES	YES
35	A	C	A	B, C, F	A – 2	YES	YES
36	A	C	A	B, C, E	D	YES	NO
37	A	A	C	B, C, F	A – 4	YES	NO
38	A	C	A	B, C, E	A – 2	YES	YES
39	A	B	A	D, F	A – 3	YES	NO
40	A	C	A	B, C, D, F	A – 3/5	YES	YES
41	A	C	A	B, C, E	C	YES	YES
42	A	B	A	C, E, F	D	NO	NO
43	A	C	A	B, C, E	A – 5	YES	YES
44	A	C	A	A, C	A – 4	YES	NO
45	A	C	A	A, C, E, F	D	YES	NO
46	A	C	A	B, C, E	A – 2	YES	NO
47	A	C	A	B, C, F	B	YES	YES
48	A	B	A	C	A – 5	YES	YES
49	A	A	B	C, E	A – 4	NO	YES
50	A	C	A	B, C, F	C	YES	NO
51	A	C	A	B, C, E, F	A – 5	YES	YES
52	A	C	A	B, C, D, F	A – 1/5	YES	YES
53	A	C	A	B, C, E	A – 4	NO	YES

54	A	C	A	A, C, E	B	NO	YES
55	A	A	B	D, E, F	B	YES	NO
56	A	C	A	A, B, C, D, E, F	A – 5	YES	YES
57	A	A	A		A – 5	YES	YES
58	A	C	A	B, C, E	C	YES	NO
59	A	C	A	B, C, E	A – 5	YES	YES
60	A	B	A	C, E	A – 5	YES	YES
61	A	B	A	E	A – 5	NO	NO
62	A	C	A	A, C, E, F	A – 3/5	NO	YES
63	A	C	A	B, C, E, F	A – 3	YES	YES
64	B	B	A	C, E, F	A – 3/5	YES	YES
65	A	C	A	B, C, E	C	YES	NO
66	A	B	A	D, E	A – 4	YES	YES
67	A	A	C	B, C, F	B	YES	YES
68	A	C	A	B, C, F	A – 3/4	YES	YES
69	C	B	B	A, C	A – 5	NO	YES
70	A	C	B	B, C	A – 5	YES	YES
71	A	C	A	B, C, E	B	YES	YES
72	A	A	B	C, F	A – 5	YES	YES
73	A	B	A	D, E	A – 5	YES	YES
74	A	C	A	B, C, F	A – 2	YES	YES
75	A	C	B	C	A – 5	YES	YES
76	A	A	B	D	A – 2/3	YES	YES
77	A	A	B	D, E, F	D	YES	NO

Cross Streets & Cities – Origin & Destination

Survey #	Origin Streets, City	Destination Streets, City
1	Catalina & Covell, Davis	13 th & O, Sacto
2	Olive & Richards, Davis	13 th & O, Sacto
3	Loyola & Monarch, Davis	Sacto
4	West Capitol, West Sac	Sacto
5	Lake & Russell, Davis	30 th & S, Sacto
6	Jefferson & 15 th , West Sac	G & 9 th , Sacto
7	Fair Oaks & Arden, Carmichael	Channel & Enterprise, West Sac
8	Olive & Richards, Davis	Jefferson & West Capitol, West Sac
9	West Capitol & Jefferson, West Sac	11 th & N, Sacto
10	Davis	Westacre & West Capitol, West Sac
11	14 th & Oak, Davis	30 th & S, Sacto
12	Tulip & Loyola, Davis	10 th & I, Sacto
13	2 nd & Sacto Ave, West Sac	Sacto
14	Sacto	No response
15	Jefferson & West Capitol, West Sac	Sacto
16	Garden Hwy & Truxel, Sacto	Cowell & Drew, Davis
17	Lake & Arlington, Davis	Sacto
18	F & Grande, Davis	8 th & H, Sacto
19	Davis	Sacto
20	Vallejo & Land Park, Sacto	3 rd & West Capitol, West Sac
21	Covell, Davis	18 th & I, Sacto
22	West Sac	Sacto
23	Florin & South Land Park, Sacto	3 rd & West Capitol, West Sac
24	Loyola & Monarch, Davis	Meadowview & 24 th , Sacto
25	Riverside & Florin, Sacto	Harbor & Industrial, West Sac
26	Franklin & Laguna, Elk Grove	10 th & N, Sacto
27	Davis	Sacto
28	Russell & Lake, Davis	10 th & I, Sacto
29	8 th & Pole Line, Davis	30 & S, Sacto
30	Garden Hwy & Orchard, Sacto	Davis
31	6 th & Andrew, West Sac	12 th , Sacto
32	Covell & Poleline, Davis	10 th & I, Sacto
33	L & 8 th , Davis	S & Alhambra, Sacto
34	Stone & Park, West Sac	9 th & P, Sacto
35	Mace & Chiles, Davis	30 th & S, Sacto
36	Arlington & Russell, Davis	9 th & K, Sacto
37	47 th & H, Sacto	5 th & Pole Line, Davis
38	Oyster Bay & Lake, Davis	21 st & N, Sacto
39	15 th & Jefferson, West Sac	Exposition & Tribute, Sacto
40	Covell & Pole Line, Davis	10 th & I, Sacto
41	Mace & Montgomery, Davis	10 th & I, Sacto
42	West Capitol & Westacre, West Sac	29 th & N, Sacto
43	Covell & Sycamore, Davis	10 th & I, Sacto
44	Pole Line & Covell, Davis	10 th & I, Sacto
45	Shasta & Dinali, Davis	3 rd & S, Sacto
46	Davis	10 th & J, Sacto
47	Temple & Bates, Davis	9 th & N, Sacto
48	Jefferson & Michigan, West Sac	10 th & I, Sacto
49	38 th & McKinley, Sacto	West Sac
50	8 th & K, Davis	8 th & O, Sacto
51	Humboldt & Arlington, Davis	12 th & N, Sacto
52	Alhambra & 5 th , Davis	Richards Blvd & North 7 th , Sacto

53	Pole Line & Covell, Davis	10 th & L, Sacto
54	G Street, Davis	Arden Way, Sacto
55	Pocket & Windbridge, Sacto	West Sac
56	Mace & Covell, Davis	13 th & I, Sacto
57	59 th & Broadway, Sacto	Old Sac
58	Temple & Tulip, Davis	10 th & I, Sacto
59	Covell & Monarch, Davis	9 th & P, Sacto
60	West Sac	Sacto
61	Westacre & Meadow, West Sac	9 th & P, Sacto
62	Mace & Alhambra, Davis	Alhambra & S, Sacto
63	Shasta & Covell, Davis	7 th & K, Sacto
64	Baseball park, West Sac	21 st & Freeport, Sacto
65	Mace & Chiles, Davis	10 th & I, Sacto
66	Jefferson & Davis Road, West Sac	13 th & J, Sacto
67	27 th & S, Sacto	Hutchison & Bioletti, Davis
68	Rockwell, Davis	I & 19 th , Sacto
69	West Capitol, West Sac	West Capitol, West Sac
70	Marina & Lake, Davis	Harbor & Industrial, West Sac
71	Hwy 113 & Russell, Davis	Alta Arden & Fulton, Sacto
72	Alhambra, Sacto	Jefferson, West Sac
73	Park Blvd & Fallbrook, West Sac	5 th & J, Sacto
74	Covell & F, Davis	28 th & L, Sacto
75	Loyola & Pole Line, Davis	Harbor & W. Capitol, West Sac
76	25 th & C, Sacto	Clarendon & Meadow, West Sac
77	Riverside & Broadway, Sacto	Reed & Stillwater, West Sac

Comment Topics

The frequency of written comment topics is listed below and is represented by the size of the bar graphs located immediately below each topic. The number of respondents who mentioned the topic is listed next to the topic in parentheses. A transcription of all comments is provided in the next section of this report.

- Yolo County Road 32A hazards (18 comments)



- Tower Bridge (13 comments)



- Street cleaning (3 comments)



- Increase bicycle lanes (13 comments)



- Causeway cleanliness/condition (9 comments)



- Causeway alternate route through bypass (2 comments)



- Post 'Caution Bicycles' signs (3 comments)



- K Street Mall and tunnel for bikes (1 comment)



- Chiles Road (3 comments)



- West Capitol (4 comments)



- Motorist behavior (4 comments)



- Praise for Causeway/West Capitol connector (8 comments)



- Old Sac (1 comment)



- I Street Bridge (2 comments)



- South River Road (1 comment)



- Downtown Sacramento (3 comments)



- Jefferson Blvd (1 comment)



Transcription of Written Comments

Survey #	Comments
1	CR32 A is in terrible shape – very dangerous, no shoulders, ruts, fast cars
2	CR32A shoulders need to be widened.
3	No comment.
4	In W. Sacramento, we need for the buses to run more frequently.
5	Safer/Easier Tower Bridge crossing.
6	Better traffic controls on Capitol Bridge – cars coming off freeway do not slow down to 35 MPH. There are no bike lanes and it is dangerous. More frequent street cleaning on South River Road. There is often a lot of debris in the bike lane – gravel rocks – that make biking dangerous.
7	More bicycle lanes in West Sac & Sac.
8	The La Bou didn't have a free drink as advertised.
9	More lines painted on streets for bike lanes.
10	Clean up path on Causeway.
11	No comment.
12	Sweep bike lanes more often. Repair shoulder on the frontage road between Causeway & tracks – particularly heading west, right before the tracks, add signage for motorists to slow down on the frontage rd. "Caution Bikes on Rd:.". The road between the tracks & fruit stand is a disaster! Hopefully we can move on to the new section soon.
13	There is no bike lane under the overpass West Capitol Avenue.
14	No comment.
15	Open K St Mall & Tunnel to Old Sac to bicycles so we can avoid the commute traffic on J & L Streets.
16	Both Chiles Road and CR32A are <u>very</u> dangerous & narrow. Cars are going 65 MPH (I know because they keep up with freeway traffic). The old road that follows the RR tracks is helpful for part of the way, but there is too much obstruction with the Mace Bl. widening and the Chiles Rd overcrossing construction zones. Another area that needs improvement is West Capitol Ave. in West Sacramento between Tower Court and Tower Bridge. Where are bicycles supposed to ride when traveling eastbound? Part of it is one-way with a narrow sidewalk – too narrow for both bikes and pedestrians. Trees need to be cut back on Chiles.
17	No comment.
18	No comment.
19	We need better passage at Tower Bridge! Also, Rd 32A is very unsafe. We need a shoulder!
20	No comment.
21	Clean causeway bike path.
22	Try to make more lanes for bikes.

- 23 More bike lanes, bike maps showing most bike friendly routes.
- 24 More people would ride in Sacramento given more safe, bike pathways and lanes.
- 25 No comment.
- 26 No comment.
- 27 No comment.
- 28 Both Chiles Rd. and the section of County Road 32 A between Mace Blvd. and the Railroad track crossing represent an extreme hazard to cyclists, particularly between 4 and 6 pm.
- 1) Please allow us to reuse the stretch of old highway 40 between Olive Drive and the railroad crossing before anyone is killed by angry or inattentive motorists. For every nine considerate auto or truck drivers, there seems to be one that has it in for cyclists – try to force us off the road, yell obscenities, blast horns, throw objects. IT IS IMPERATIVE TO SEPARATE BICYCLES and pedestrians from motorized vehicles between Davis and the Causeway!
 - 2) Much as we appreciate the Causeway during the winter months, it has foul air and is extremely noisy, even with ear plugs. My suggestion would be to repave the old route in the causeway for dry weather use. It would make part of the Davis to Sacto commute more pleasant. I used to commute by the American River Parkway – a delight. In contrast, the Davis to Sacto commute is an ordeal, to be endured rather than enjoyed.
 - 3) Kudos on the new transition from West Capitol Avenue to the Causeway! When finished, it will greatly improve the safety of the trip.
- 29 Thanks for doing the survey.
- 30
- 1) I feel very strongly that a better route needs to be determined in Old Sac. Also, the existing path is very bad (potholes, uneven surface, wet). Taking bicycling onto the Boardwalk is dangerous. I have almost gotten my wheel stuck in the cracks many times. Plus, too many pedestrians use that.
 - 2) County Road 32A – very narrow, no bike lane & very dangerous!!
 - 3) I have concerns about the new path at the beginning of the causeway. Trucks that back up to the trail can provide a hazard. One truck the other day had backed up on half the path! There needs to be a divider.
- 31 It's very tedious crossing I Street Bridge.
- 32 No comment.
- 33 Finish up the bike path next to Mace Blvd. in Davis. Also – a better bike path over the Tower Bridge!
- 34 Attachment – typed letter & map. Contents of letter – Dear Caltrans: I have attached a map of my commute. While my particular commute is nothing special compared to any other rider's route, I would like to point out an area that needs attention. Namely, the part of South River road that extends from underneath US50 through to Raley Field/Tower Bridge.

There are no sidewalks or bike lanes along this part of the road, particularly under the freeway overpass. In particular, the area where the on-ramp to US50 begins is very narrow, accommodating only the width of a single car assuming you do not cross the yellow lines. There is not enough room for a bicycle and a car/truck simultaneously, particularly if a car is waiting to make a left turn onto the onramp.

Obviously, there is little room for a bicycle or pedestrian traffic wishing to walk to Raley Field as well. I would dearly love to take my family to a baseball game at Raley Field, however, without a reasonably safe sidewalk I will continue to limit my visits and simply drive to their pay parking lot. It's a shame that such a beautiful baseball park gave limited consideration to pedestrian traffic.

You are probably aware that there are no sidewalks along Riske Lane or South River Road past the US50 off-ramp as well. Again, while I commute daily with some trepidation, South River Road as it winds up towards the Tower Bridge is a relatively safe route due to the width of the road and low traffic. Nevertheless, I will not walk this route with my son in his stroller – it is simply too dangerous.

I am pleased there is a new development at the corner of 15th and South River Road. The new development has provided a beautiful new sidewalk that is well distanced from the industrial track traffic that frequents that area. Now, if only that sidewalk continued on the other side of the road, a walk to Raley Field might actually be possible. CC: City of West Sacramento, Sacramento River Cats.

- 35 Tower Bridge over the Sac River & Chiles Rd are most dangerous sections.
- 36 Co. Rd. 32A is pretty rough for road bikes, even with the “bike lane.” As a first timer commuting to Sacramento from Davis by bike, I found the biggest challenge to be getting across the river and into Sacramento from West Sac, then negotiating downtown. Perhaps a bike/ped connector to Tower Bridge from W. Capitol? The new path down from the causeway into West Sac is very nice, and seems much safer.
- 37 Need better (safer) shoulders on 32A.
- 38 Please improve road 32A.
- 39 More bike lanes.
- 40 Attachment – typed letter. Contents of letter - In response to the bike commuter survey which I picked up from you 5.17 at the W. end of the Causeway, I am providing you with my written comments. The portion of the road from Mace Blvd, east until crossing the railroad tracks (I believe County Rd. 32A), is very dangerous to bicyclists. The aspects of this road which are son dangerous are
- 1) Narrow: the road cannot accommodate 2 cars and a bicycle at the same place when the vehicles are in motion. Most drivers are pretty careful, and are willing to slow down and wait to pass a bicyclist until oncoming traffic is clear. However, a few must save a couple of seconds and pass no matter what.
 - 2) Lack of bike lane: on this entire stretch of road, a bicyclist is in the traffic lanes. There is no bike lane.
 - 3) Road margins are uneven: the borders of the road are very uneven. In some places, the white stripe denoting road edge is completely gone, because the asphalt which the strip was on has eroded away. In other places there are cracks, missing asphalt and large potholes.
 - 4) Vehicular speed: Although the majority of drivers try to be careful, the normal speeds on this road are probably 45-65 mph. Given the narrowness of the road, this makes for tense situations for both automobile drivers and bicyclists.
 - 5) Sun angle: During certain times of the year, late spring and early fall, the morning sun azimuth is such that the sun is directly in drivers’ eyes as they travel east. This makes it difficult to detect bicyclists early.
 - 6) Traffic load: As the region builds out, the general traffic density has increased. In addition, there are local events, such as the Mace overcrossing improvements, which contribute greatly to the amount of traffic, as drivers look for alternatives to the delays at the Mace overcrossing.

Personally, I have made the decision never to commute in the rain or in fog because of this particular stretch of road. While it is risky in clear, sunny weather, during fog or rain conditions, I believe it is extremely risky and not worth whatever benefits there may be to riding a bike.

After the road crosses the tracks, and continuing east, there is a small bike lane. Even though the traffic is faster, (I’d estimate 55-75 mph) along this stretch, than along the stretch above, I believe (perhaps false sense of security) that it is somewhat safer due to presence of bike lanes on both sides of road and somewhat wider road traffic surface too.

On the causeway, it’s noisy, fumey, and generally trashy on the bike lane surface. I know that Caltrans sweeps the bike lane on the causeway occasionally, but there are still several week periods when broken glass piles remain unswept. A friend of mine once ran into a BOATR, for God’s sake, in the bike lane. It was early morning, somewhat dark, and his bike lamp was not working very well. And yes, there was a rowboat across the bike lane.

The recent improvements on the small asphalt downramp, heading east off the causeway, and the reroute behind the gas stations in West Sacramento are good.

My commute now takes me to Harbor along West Capitol, where I turn left to Reed, then head towards Sacramento along Reed, which turns into Sacramento St, then over the I St. Bridge, pass by the train station and long H St. to 10th and H, where my office is. West Sacramento evidently never enforce their no parking signs.

There are always cars parked in the no parking areas along the roads. They never sweep the streets. I have seen glass piles in the same place for months. Many times as I roll through areas with gravel on the road surface, individual rocks will get pinched by my tires and shoot out to the right or left.

Before we moved into our new building, I used to stay on West Capitol, cross the Tower Bridge and travel along Capitol to get to 9th and K. West Capitol is full of crazy people and drivers, both. Once, a fellow stepped off the sidewalk and punched me in the arm, while he and his buddies yucked it up. A friend of mine was recently involved in an accident where a driver made a right hand turn from the left hand lane and my friend ran into the car. The police decided there not to cite the car driver, however. There are many trucks along this road. I am glad that with our office move, I am able to get mostly off West Capitol.

The Tower Bridge is narrow, full of potholes, and usually has major amounts of glass next to the very high curb, where the bikes must travel.

On the whole, the commute from Davis to Sac sucks. So, I look for the fresh air (occasionally in the morning,) the observation of some wildlife, usually birds in the causeway, the burn in my legs, and hopefully, the caloric loss, as redeeming features for continuing this ugly, obnoxious way to spend time.

- 41 New transition from causeway to West Capitol Ave. is an improvement. The causeway is fairly unpleasant because of the noise and pollution. Also, crossing the Tower Bridge can be scary because cars are still going pretty fast coming off the freeway and there's no shoulder. Could you make a ramp so you can use the sidewalk?
- 42 No comment.
- 43 I like the new bike detour path at the east end of the causeway. Co Rd 32A is in serious need of repaving, especially at the railroad crossing.
- 44 Caltrans should do way more to encourage commuting by bike.
- 45 Wind screen on causeway.
- 46 The Tower Bridge and downtown Sacramento are the most dangerous parts of the trip.
- 47 Still a lousy commute (although the new bypass at the W end of W. Capitol is great.)
- 48 Bridges need to have bike lanes.
- 49 No comment.
- 50 Re-estb & maintain paved bike path away from freeway (used to be nicer when it was along floor of bypass.)
- 51 Attached typed letter – Contents:

I don't know if these are the type of comments or suggestions you were looking for, so for what it's worth, here are some problems cyclists face when commuting between Davis and Sacramento:

- 1) The stretch of county road 32A (?) between the fruit stand and the railroad tracks is very dangerous. The road is so narrow that the white lines are painted in the dirt in many places. The road surface is also in terrible shape.

Motorists often travel along this section going very fast (60 mph?), trying to pass each other. It's insane what they try to do in the dark and the fog in the winter. It's just a matter of time before a cyclist will be killed along this stretch.

- 2) Further along 32A, about ¼ to ½ mile from the Causeway there are some gaping cracks between the asphalt shoulder and the cement of the main road. A Cal/Trans employee told me that his front wheel got stuck in one of these crack, sending him over the handlebars.
- 3) It is often very frustrating and dangerous getting off road 32A and onto the bike trail over the Causeway. During commuter hours, cars are continually coming by (often going 50 to 60 mph), forcing cyclists to cross over when they get a chance and ride on the left side of the road until they reach the path. There is a sign for "bike crossing," but this seems to have no effect on most motorists.

- 4) West Capitol Avenue in West Sacramento presents a number of problems for commuters. A) It is very common to find cyclists (often inebriated) riding on the wrong side of the road. Rick Blunden, retired Cal/Trans employee, can tell you about a head-on collision with another cyclist on West Capitol. B) The traffic lights on West Capitol are configured so that only cars will trigger a green light (pressure plates in road?). Often, traffic from the other direction will get a green light, while the cyclist continues to have a red light and can either wait for a car to approach from behind or walk over and press the pedestrian cross walk button - is this something we would expect a motorist to put up with?
- 5) The Tower Bridge is another extremely dangerous stretch of road. Motorists are under the impression that they are still on the freeway and often greatly exceed the speed limit. The bridge is narrow for 4 lanes and obstacles (debris & storm drains) often force cyclists to ride closer to the middle of the lane than is safe.

There are many more problems, but I think I've covered the major ones. If you have any questions, feel free to call or write.

- 52 Please extend a collective "thank you" to whichever agency (Yolo County Public Works?) was responsible for repaving the driveway at the west end of West Capitol, between the shell station and the causeway bike path. Having traversed the chopped up asphalt twice a day for many years, the new smooth surface and auxiliary bike path on to West Capitol are a wonderful change.

Any chance we could have some additional corrective surgery conducted on the Frontage Road east of Mace Blvd near Davis? With addition of a bike lane or at least a shoulder?

Speaking of shoulders, the most harrowing segment of my daily commute is across the I Street Bridge. While motorists are at least tolerant, if not courteous of bicyclists, one also encounters the occasional (expletive description) who will let no cyclist rob him of those precious three seconds to speed across the bridge. Any chance of constructing a safer route by which commuting cyclists can cross the River? Thanks!

- 53 No comment.

- 54 No comment.

- 55 How about a bike path along the Sac River to the Bay?

- 56 1) Build a small shoulder on the Frontage Road coming out of Davis. 2) Place sign "caution bicycles. 3) Have the Causeway swept biweekly.

- 57 Who ever decided that changing parking from parallel to at an angle around town and Old Sac is probably the same person who thought that the "traffic calming" project was a good idea! I don't know how many times I've had to dodge cars backing out of spaces. I was raised in Sacramento and love it here but the city planners are a bunch of idiots!!

- 58 As usual, the most worrisome part of the journey was in Sacramento downtown. Capitol Ave is wide enough to be safe riding. The bridge across the Sacramento River is really too narrow for bikes to safely ride on the road.

- 59 New path behind gas stations is wonderful! More frequent cleaning of causeway bike path would be nice. Pls. Maintain pavement on causeway bike path. It's starting to crumble.

- 60 I'm 55 years old and born in Sacramento, 1946. Need more bike lanes. Please help with more bike lanes and bicycle info and laws. Thank you.

- 61 No comment.

- 62 No comment.

- 63 Please repair 32A and add bike lane. Also – the grates on Tower Bridge are a bad hazard.

- 64 Would like to see more help. Summer trip to the river (vacation time).

- 65 Please improve the bike lane along the causeway – too close to traffic, too much noise, too much exhaust fumes !!
- 66 Consistently paved shoulders on Jefferson Blvd. Additional shoulder or walkway over deep water channel for Jefferson Blvd. Additional shoulder or walkway width over Sacramento River on Capitol Bridge.
- 67 Clean the causeway bike lane more frequently.
- 68 Locker/shower facilities. Sell biking as time efficient way to get workout (workout during commute).
- 69 No comment.
- 70 Keep surface of causeway cleaner – (broken glass problems). Occasional/scheduled police officer on bicycle – make the run – just occasional presence. Had one run-in with threatening person.
- 71 Bike Lane on Road 32A
- 72 Sacramento needs more bike paths on major streets!
- 73 Clean the Tower Bridge Roadway – bike lane. Also, in West Sacto, establish bike lanes on 15th Street between Jefferson Blvd. & South River Road and on South River Road to Tower Bridge. Place a “Watch for Bicycles” sign on the freeway as it approaches Tower Bridge. Use the same type of sign on Capitol Mall leading to the bridge. Add blinking lights to the signs. Repair the potholes on the bridge. Place “Watch for Bicycles” signs all over the State to increase awareness that we are on the road. Thank you!
- 74 Lots of debris/flat tires on West Capitol from Harbor to Causeway. Causeway extension recently completed is nice – would be wonderful to be able to extend path some how to Tower Bridge! Dangerous section exists in Davis (far east) from (County Road 32A) Ikeda’s fruit market to RR tracks. Poorly paved/little or no shoulder. Thanks for asking!
- 75 My bike ride is the most fun part of the day.
- 76 No bike lanes from the Capitol across Tower Bridge – very tricky area.
- 77 There is no bike lane on Sacramento Ave./Reed Ave. from the I Street Bridge & on, heading west.